

## § 21.225

make the aircraft unsafe when operated in accordance with the limitations established in §§ 21.83(h), 91.317, and 121.207 of this chapter.

(b) The applicant must show that a Class II provisional type certificate for the aircraft has been issued to the manufacturer.

(c) The applicant must submit a statement by the manufacturer that the aircraft has been manufactured under a quality control system adequate to ensure that the aircraft conforms to the type design corresponding with the provisional type certificate.

(d) The applicant must submit a statement that the aircraft has been found by him to be in a safe operating condition under the applicable limitations.

(e) The aircraft must be flown at least five hours by the manufacturer.

(f) The aircraft must be supplied with a provisional aircraft flight manual containing the limitations established by §§ 21.83(h), 91.317, and 121.207 of this chapter.

[Doc. No. 5085, 29 FR 14571, Oct. 24, 1964, as amended by Amdt. 21-12, 31 FR 13389, Oct. 15, 1966; Amdt. 21-66, 54 FR 34329, Aug. 18, 1989]

## § 21.225 Provisional airworthiness certificates corresponding with provisional amendments to type certificates.

(a) An applicant is entitled to a Class I or a Class II provisional airworthiness certificate, for an aircraft, for which a provisional amendment to the type certificate has been issued, if—

(1) He meets the eligibility requirements of § 21.213 and he complies with this section; and

(2) The Administrator finds that there is no feature, characteristic, or condition of the aircraft, as modified in accordance with the provisionally amended type certificate, that would make the aircraft unsafe when operated in accordance with the applicable limitations established in §§ 21.85(g), 91.317, and 121.207 of this chapter.

(b) The applicant must show that the modification was made under a quality control system adequate to ensure that the modification conforms to the provisionally amended type certificate.

(c) The applicant must submit a statement that the aircraft has been

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found by him to be in a safe operating condition under the applicable limitations.

(d) The aircraft must be flown at least five hours by the manufacturer.

(e) The aircraft must be supplied with a provisional aircraft flight manual or other document and appropriate placards containing the limitations required by §§ 21.85(g), 91.317, and 121.207 of this chapter.

[Doc. No. 5085, 29 FR 14571, Oct. 24, 1964, as amended by Amdt. 21-12, 31 FR 13389, Oct. 15, 1966; Amdt. 21-66, 54 FR 34329, Aug. 18, 1989]

## Subpart J—Delegation Option Authorization Procedures

SOURCE: Amdt. 21-5, 30 FR 11375, Sept. 8, 1965, unless otherwise noted.

### § 21.231 Applicability.

This subpart prescribes procedures for—

(a) Obtaining and using a delegation option authorization for type, production, and airworthiness certification (as applicable) of—

- (1) Small airplanes and small gliders;
- (2) Commuter category airplanes;
- (3) Normal category rotorcraft;
- (4) Turbojet engines of not more than 1,000 pounds thrust;
- (5) Turbopropeller and reciprocating engines of not more than 500 brake horsepower; and

(6) Propellers manufactured for use on engines covered by paragraph (a)(4) of this section; and

(b) Issuing airworthiness approval tags for engines, propellers, and parts of products covered by paragraph (a) of this section.

[Amdt. 21-5, 30 FR 11375, Sept. 8, 1965, as amended by Amdt. 21-59, 52 FR 1836, Jan. 15, 1987]

### § 21.235 Application.

(a) An application for a delegation option authorization must be submitted, in a form and manner prescribed by the Administrator, to the Aircraft Certification Office for the area in which the manufacturer is located.

(b) The application must include the names, signatures, and titles of the persons for whom authorization to sign